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August 2, 2018

Heidi King
Deputy Administrator
National Highway Traffic Safety Administration
1200 New Jersey Avenue, S.E.
Washington, D.C. 20590

Andrew Wheeler
Acting Administrator
Environmental Protection Agency
1200 Pennsylvania Avenue, N.W.
Washington, DC 20460

Dear Deputy Administrator King and Acting Administrator Wheeler,

I am writing in support of the National Highway Traffic Safety Administration's (NHTSA) and Environmental Protection Agency's (EPA) recently announced issuance of a notice of proposed rulemaking (NPRM) for the model year 2021-2026 Corporate Average Fuel Economy (CAFE) and greenhouse gas (GHG) standards for passenger cars and light duty trucks. I applaud NHTSA and EPA for this productive step forward.

It is vital that NHTSA and EPA review the past administration's complex regulatory regime and harmonize CAFE standards to benefit both industry and consumers. Because of the actions of the previous administration, the CAFE and GHG standards resulted in a burdensome and complex regulatory regime that stifled innovation in the marketplace and increased prices for consumers. I applaud you for advancing this rulemaking because it recognizes that the existing standard is unattainable and unaffordable for everyday Americans, especially in light of changing consumer preferences and the abundance of domestic energy production.

The NPRM is a meaningful step towards reducing the complexity of the existing CAFE program while providing the opportunity for consumers and stakeholders to have a voice in the policy and rulemaking process. Oklahoma families should not face prohibitively high costs when purchasing a vehicle because of federal bureaucrats in Washington, D.C. The 1975 law specifically required that "economic feasibility" be taken into account when considering emissions standards; yet, according to the National Auto Dealers Association, the current CAFE program is projected to increase the price of an average vehicle by up to \$3,000 by 2025. This is counter-intuitive, and your proposed rule moves the program in the right direction.

A robust marketplace of affordable, new vehicles is the best way to incentivize consumers to purchase newer, cleaner and safer vehicles. Auto manufacturing contributes over \$900 billion to our nation's economy as well as providing over seven million jobs in the United States. In 2016, Oklahoma's 260 automotive dealerships created 26,000 total jobs and generated over \$43 billion in total sales. If left

unchanged, the current CAFE standards could disrupt the industry's strong economic contribution to Oklahoma's economy.

Further, I applaud your bold action to eliminate California's automobile related waiver under the Clean Air Act that, for too long, has allowed it to dictate federal vehicle regulations. Environmentalists in California do not want Oklahomans to purchase trucks or SUVs; they seek to mandate that the entire nation have zero emission vehicles, no matter the cost. American consumers, and particularly those in Oklahoma, have strong preferences for their cars and trucks, not the electric vehicles bureaucrats in California are forcing on them. Your leadership on this front will help drive more affordability and consumer choice in the automobile industry. This will, in turn, spur economic growth and job creation.

As you continue in the process of improving these two regulatory programs, I encourage you to strongly advocate for the standard to be technologically feasible, economically beneficial and fiercely protective of consumer freedom and affordability.

I thank you for your leadership on this important issue and look forward to continuing to support the process going forward.

Sincerely,

A handwritten signature in blue ink, appearing to read "James M. Inhofe", is positioned above the printed name.

James M. Inhofe
United States Senate